4.0 DESIGN GUIDELINES

Locations:

- Pawling
- Village of Pawling
- Dover
- Amenia
- North East
- Village of Millerton

Existing Characteristics of Concern and/or Project Objectives: The pattern of development prescribed in most zoning codes is suburban, consisting primarily of single-use districts, expansive subdivisions, and strip commercial development. This is contrary to the tradition settlement patterns that established the historic hamlets and villages of the Harlem Valley. Design guidelines recognize that current development trends do not necessarily give people what they want. Guidelines regulate development for consistency with the vision of the community.[5]

Design guidelines typically cover the layout and design of streets and the relationships of buildings, driveways, landscaping, and parking areas to streets. These guidelines can be used in conjunction with architectural standards and signage guidelines. Guidelines provide consistency from development to development and over time as membership in the planning board changes. Separate guidelines should be

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[5] Dutchess County Department of Planning and Development. *Hamlet Design Guidelines*. Albany, New York: New York Planning Federation, October 1994.

developed to address the varying needs of highway commercial areas, residential subdivisions, and mixed-use villages and hamlets.

Dutchess County has prepared several guideline documents that can be adopted by local communities or used as a template to create guidelines more specific to the values of the individual community. The Dutchess County Guidelines include Hamlet Design Guidelines, Rural Development Guidelines, Roadscape Guidelines, and Design Guide for Rural Roads. An example of a village-style development bylaw/ordinance is available from the Cape Cod Commission's Model Bylaws and Regulations Project (http://www.vsa.cape.com/~cccom/bylaws/village.html).

Design guidelines should be incorporated into the site plan review and sub-division regulations.

Probable Cost:	Low to Moderate
Estimated Technical Requirements:	Average
Potential Environmental Impacts:	Positive

5.0 Access Management

5.1 Modify Site Plan Review and Sub-division Regulations to incorporate Access Management Tools

Locations:

- Pawling
- Village of Pawling
- Dover

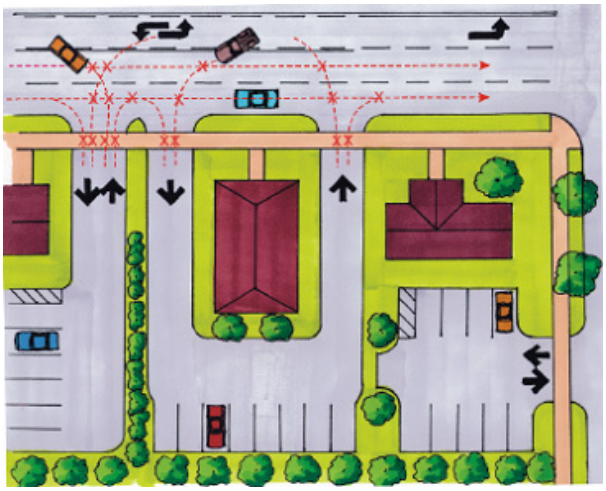
- Amenia
- North East
- Village of Millerton

Existing Characteristics of Concern and/or Project Objectives: Access Management is a tool that addresses the conflict between through traffic and traffic destined to developments abutting a roadway. Access management is important in preserving the transportation function of a roadway.[6] In order for access management to be effective and to ensure consistency among different developments, the program must be enforceable. This can be achieved by integrating the access management tools into the sub-division regulations and site plan review process. At a minimum, the access management tools should be applied to development and redevelopment projects abutting the Route 22 Corridor but they can also be extended to the entire municipality.

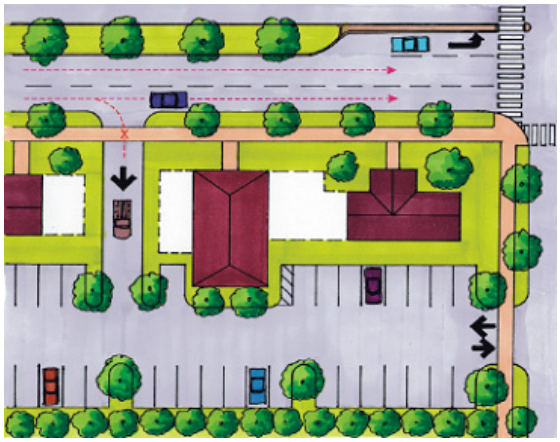
Probable Cost:	Low
Estimated Technical Requirements:	Average
Potential Environmental Impacts:	None to Positive

[6] New York State Department of Transportation Corridor Management Group. *Best Practices in Arterial Management*, November 1996.

5.1.1 Shared driveways



Locations: Commercial developments along Route 22 Corridor



Existing Characteristics of Concern and/or Project Objectives: Shared driveways serve two or more abutting properties. The provision of shared driveways reduces the total number of driveways per mile, providing greater driveway spacing and improving the management of entering and exiting traffic. It improves traffic flow on the main roadway and reduces the potential for accidents. Provision of shared driveways is most effective and uniformly applied if enacted by local law such as an overlay zone. An example of this approach has been implemented by the Town of Penfield, New York through their Land-Use and Access Management Plan.[7]

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[7] New York State Department of Transportation Corridor Management Group. *Best Practices in Arterial Management*, November 1996, p. 28.

Probable Cost:	Low
Estimated Technical Requirements:	Average
Potential Environmental Impacts:	Social/Land Use, Environmental

5.1.2 **Provide internal parking lot connections or shared parking lots**

Locations: Commercial developments along Route 22 Corridor

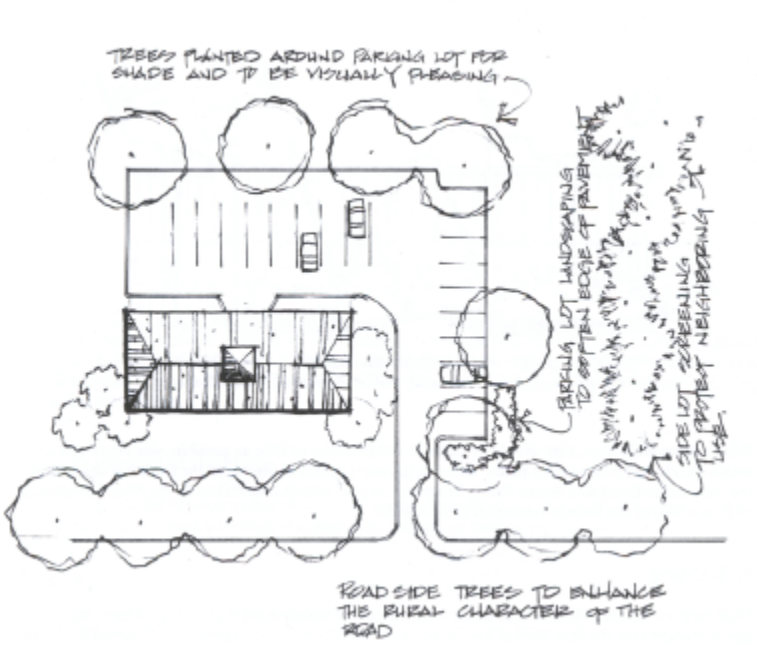
Existing Characteristics of Concern and/or Project Objectives: Internal parking lot connections (also depicted in the image of Shared Driveways above) allow vehicles to move from one development to another without having to enter the main roadway. This approach reduces the volume of traffic on the main roadway and the number of turning movements.

Probable Cost:	Low
Estimated Technical Requirements:	Average
Potential Environmental Impacts:	Social/Land Use, Environmental
Progress through:	Access Management

5.1.3 **Establish parking on the side or rear of a facility.**

Locations: Commercial developments along Route 22 Corridor

Existing Characteristics of Concern and/or Project Objectives: Parking provided to the side and rear of buildings provides significant transportation and visual benefits. It allows buildings to be located close to the street edge, replicating a historic village or hamlet pattern. It allows the building to provide a visual buffer between the lot and the street. It provides for separation of pedestrian and vehicular activity. It also reduces the potential impact on the adjacent roadway by providing adequate circulation and storage internal to the site.



Probable Cost:	Low
Estimated Technical Requirements:	Average
Potential Environmental Impacts:	Social/Land Use
Progress through:	Access Management

5.1.4 **Increase Corner sight distance.**

Locations: Intersections throughout the corridor with identified sight distance deficiencies.

Existing Characteristics of Concern and/or Project Objectives: Adequate sight distance should be provided on all intersection approaches, to reduce the potential for accidents. Sight distance should permit a vehicle on the minor leg of the intersection to cross the major road without requiring the through traffic to slow down. Where necessary steep slopes should be flattened and horizontal and vertical curves lengthened to provide additional sight distance. Where these approaches are not feasible, advance warning signs or speed reductions should be considered.

Probable Cost:	Low
Estimated Technical Requirements	Average
Potential Environmental Impacts:	Environmental
Progress through:	Safety Improvements

5.1.5 **Increase driveway setback from intersections.**

Locations:

- Pawling
- Village of Pawling
- Dover
- Amenia
- North East
- Village of Millerton

Existing Characteristics of Concern and/or Project Objectives: The location and design of corner properties has a direct effect on the capacity, efficiency and safety of the adjacent intersection.

The communities within the study area use zoning regulations to enforce driveway setback from intersections. Existing zoning regulations typically define that "no driveway center line shall intersect a street line less than seventy (70) feet from an intersection." Seventy-feet is only adequate to accommodate three vehicles and in some cases only one tractor trailer. To reduce conflict points at major intersections, driveway setbacks should be increased to between 200 to 250 feet for full access of all movements. Setbacks for driveways with partial access (right-in/right-out only) can be reduced to 100 feet. For properties that cannot meet the minimum standards, driveways should be located as far as possible from the intersection and turn restrictions applied (right-in/right-out only).[8]

Probable Cost:	Low
Estimated Technical Requirements:	Average
Potential Environmental Impacts:	Traffic, Social/Land Use

[8] New York State Department of Transportation Corridor Management Group. *Best Practices in Arterial Management*, November 1996.

5.2 Modify zoning to provide a Limited Access Overlay Zone, which limits the number of driveways per mile through driveway spacing standards.

Locations:

- Pawling
- Dover
- Amenia
- North East

Existing Characteristics of Concern and/or Project Objectives: These overlay zones would be designated on the official transportation and comprehensive plans. Applications for subdivision and site plan review would need to comply with the overlay zone requirements. NYSDOT will also receive copies of the overlay zone locations and requirements so that it will conform to these guidelines in issuing driveway permits.

"Highways with more than 10 uncontrolled access points per side per mile or on which turning movements are expected to frequently interfere with through-traffic are considered 'suburban.' Those with fewer access points or minor access movements are considered 'rural' sections."[9] The intent of this tool is to maintain less than 10 uncontrolled access points per side per mile in rural sections between growth areas or a driveway spacing of approximately 550 feet. An

[9] Institute of Transportation Engineers, Transportation Planning Handbook

example of a model access management regulation is available from the Cape Cod Commission's Model Bylaws and Regulations Project (http://www.vsa.cape.com/~cccom/bylaws/access.html).

Probable Cost: Low

Estimated Technical Requirements: Average

Potential Environmental Impacts: Social/Land Use, Cost

6.0 Signage

6.1 Signage Design Guidelines.

Locations:

- Village of Pawling
- Wingdale—Former Harlem Valley Psychiatric Center
- Dover Plains
- Former Wassaic Developmental Center
- Amenia
- Village of Millerton

Existing Characteristics of Concern and/or Project Objectives: Signage is a very apparent depiction of community character. Signage guidelines are enacted to improve the visual appearance of communities. The type, size, and location of a sign can be determined by a zoning ordinance, but the material, colors, and design are generally controlled by guidelines. It is generally recommended that different guidelines be developed for

highway commercial development and commercial districts in villages or hamlets. A copy of a comprehensive model signage bylaw is provided in the Lincoln Institute of Land Policy and Environmental Law Foundation publication, *Dealing with Change in the Connecticut River Valley: A Design Manual for Conservation and Development.* Another model ordinance is contained in Planning Advisory Service (PAS) Report No. 419, *Sign Regulations for Small and Midsize Communities.*

Probable Cost: Low

Estimated Technical Requirements: Average

Potential Environmental Impacts: Social/Land Use

6.2 Develop a Harlem Valley Signage Plan.

Locations:

- Pawling
- Village of Pawling
- Dover
- Amenia
- North East
- Village of Millerton

Existing Characteristics of Concern and/or Project Objectives: This strategy differs from the guidelines presented above in that it is specific to Route 22 and would be developed to comply with NYSDOT regulations.

In 1965, President Lyndon B. Johnson signed the Highway Beautification Act, whose intent was to provide the necessary control of signs along the interstate and primary highway systems to protect the public

investment, promote safety, and preserve the beauty of the highways. Federal legislation provides a 10 percent penalty in Federal Highway Administration funding to states that do not develop or enforce rules and regulations controlling roadside signage. The New York State Sign Program, based on Section 52, 86, and 88 of the State Highway Law, fulfills the federal legislative requirements. Within New York State, several parkways have additional signage restrictions due to their unique nature and circumstances. For roads within the Catskill and Adirondack parks, the Department of Environmental Conservation assists NYSDOT in determining specifications and the approval of signs.[10] The intent of this potential tool is to set up similar oversight of Route 22 signage within the Harlem Valley, so that the signs installed are consistent with the community character and values.

Property and business owners within the study area are often unaware of or misinterpret the current New York State Sign Program. This tool would establish guidelines for the Harlem Valley that are more structured and consistent with the character of the region. Similar to the NYS Department of Environmental Conservation Regulations Part 195 (Permits for the Erection and Maintenance of Signs, Advertising Structures, and Devices in the Adirondack and Catskill parks), the Harlem Valley guidelines would specify construction materials, design,

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[10] New York State Department of Transportation. *Part 150: Advertising Sign Adjacent to the Interstate and Primary Highway Systems.*

color combinations, and text for authorized signs. For more details on Part 195, see http://www.dec.state.ny.us/website/regs/195.htm.

The intent of this tool is to have a Harlem Valley Signage Sign pre-approved by NYSDOT. Applications for the erection of new signs would then be directed to a designated local agency, which would issue an approval.

Probable Cost:	Low to Moderate
Estimated Technical Requirements:	Average
Potential Environmental Impacts:	Positive

7.0 PEDESTRIAN/BICYCLE SAFETY AND MOBILITY

7.1 Provide sidewalks in growth areas within a 0.5 mile radius.

Locations:

- Village of Pawling
- Wingdale—Former Harlem Valley Psychiatric Center
- Dover Plains
- Former Wassaic Developmental Center
- Amenia
- Village of Millerton

Existing Characteristics of Concern and/or Project Objectives:

"Sidewalks are an essential element of a pedestrian-friendly village, yet

one that many villages lack."[11] Sidewalks are an important factor in enhancing safety and encouraging walking as a primary mode of transportation. The development of a sidewalk system in priority growth areas should be achieved through a variety of measures including:

- requiring construction with new development and redevelopment of existing parcels,
- incorporating sidewalk construction into roadway improvement projects, and
- an annual program of sidewalk construction focusing on a limited amount of land acquisition and construction each year.

Probable Cost:	Moderate to High
Estimated Technical Requirements:	Average
Potential Environmental Impacts:	Traffic, Social/Land Use, Environmental

[11] Sutro, Suzanne, AICP. *Planning Advisory Service Report Number 430—Reinventing the Village*. Chicago, IL: American Planning Association, December, 1990.

7.2 Village Traffic Calming

Locations:

- Village of Pawling
- Wingdale—Former Harlem Valley Psychiatric Center
- Dover Plains
- Former Wassaic Developmental Center
- Amenia
- Village of Millerton

Existing Characteristics of Concern and/or Project Objectives: Traffic calming is a combination of physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users. Traffic calming is used to reduce vehicle speed, mitigate cut-through traffic, increase safety and improve aesthetics. To achieve these different objectives there area a variety of traffic calming tools that fall into the following general categories:

- Enforcement
- Signing and Marking
- Geometric Changes
- Streetscape Improvements
- Education

The various tools have both advantages and disadvantages that need to be identified and considered as part of an overall traffic calming pro-

gram for each area. Many traffic calming tools, particularly those with raised features, are inappropriate for high volume or high speed areas and should only be considered for local streets. Some examples of traffic calming measures that should be considered include:

- On-street parking
- Gateway treatments
- Special pavement treatments
- Pedestrian signage
- Modern roundabout
- Raised crosswalks
- Neckdowns (curb extensions at corners)

Probable Cost:	Low to Moderate
Estimated Technical Requirements:	Average
Potential Environmental Impacts:	Negligible

7.3 Pedestrian/bicycle connections in key locations.

Existing Characteristics of Concern and/or Project Objectives:

"Increased levels of bicycling and walking transportation would result in significant benefits in terms of health and physical fitness, the environment and transportation-related effects."[12] Pedestrian and bicycle facilities offer an alternative for those who are unable or choose not to a drive a vehicle.

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[12] U.S. Department of Transportation Federal Highway Administration, The National Bicycling and Walking Study: Transportation Choices for a Changing America, Publication No. FHWA-PD-94-023, Washington, D.C.

7.3.1 Dover Plains to Tally Ho Mobile Home Park, Dover

Existing Characteristics of Concern and/or Project Objectives: Provide access to the hamlet from commercial and residential developments to the north along Route 22.

Probable Cost: Low

Estimated Technical Requirements: Average

Potential Environmental Impacts: Traffic, Social/Land Use, Environmental

7.3.2 Amenia hamlet north to Maplebrook School, Amenia

Existing Characteristics of Concern and/or Project Objectives: Provide safe facilities with access to the school from the concentrated development in the hamlet.

Probable Cost: Low

Estimated Technical Requirements: Average

Potential Environmental Impacts: Traffic, Social/Land Use, Environmental

7.4 Bicycle connections in key locations

7.4.1 Route 22 at CR 67 (Quaker Hill Rd.) to Pawling Metro-North RR Station via Main St., Pawling

Existing Characteristics of Concern and/or Project Objectives:
Provide for intermodal transportation connections by linking the existing bicycle route on Route 22 at CR 67 (Quaker Hill Road) to the Pawling Metro-North Station via Main Street.

Probable Cost:	Low
Estimated Technical Requirements:	Average
Potential Environmental Impacts:	Traffic, Social/Land Use, Environmental

7.4.2 CR 4 (Poplar Hill Road) to Tenmile River Metro-North RR Station via CR 5 (Sinpatch Road), Amenia

Existing Characteristics of Concern and/or Project Objectives:
Provide for intermodal transportation connections by linking the existing bicycle route on CR 4 (Poplar Hill Road) to the Tenmile River Metro-North Station via CR 5 (Sinpatch Road).

Probable Cost:	Low
Estimated Technical Requirements:	Average
Potential Environmental Impacts:	Traffic, Social/Land Use, Environmental

7.4.3 **Route 343 to HVRT along Mechanic Street, Amenia**

Existing Characteristics of Concern and/or Project Objectives:
Improve access to the Harlem Valley Rail Trail (HVRT) by providing accommodations for bicycles on Mechanic Street from Route 343 to the HVRT.

Probable Cost:	Low
Estimated Technical Requirements:	Average
Potential Environmental Impacts:	Traffic, Social/Land Use, Environmental